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### EARNINGS OF THE CARRIERS.

According to an authentic authority, the net earnings of 136 railroad companies in the United States have fallen off, in the first half of the current calendar year, as compared with the corresponding period of last year, about \$25,000,000. This is a decrease of nearly 11 1/2 per cent.

The fact, however, is not at all surprising. From 1894 to 1902, inclusive, the net earnings of the railroads of this country continuously increased. Although the mileage of these roads, during this period increased only about 22,000 miles, or about 13 per cent, their net earnings increased nearly \$240,000,000, or almost 75 per cent. There was not a year, in this interval, that these earnings did not show an advance over the earnings of the preceding year. In 1898, they amounted to nearly \$52,000,000 more than they did in 1897; in 1900, they amounted to \$60,000,000 more than they did in 1899, and between 1900 and 1902 they rose from \$483,000,000 to \$560,000,000, a gain of \$77,000,000. These were years of exceptional prosperity, not only for railroads but for all sorts of business, and now that there is some slackening in trade and industry, it is only natural that railroad earnings should fall off somewhat.

It is to be remembered, however, that the six months of the current calendar year already mentioned do not include the cargo moving period. A big crop of cotton and of corn is already assured, and there is little doubt that there will be a tolerably fair crop of wheat; and the great bulk of these staples will be moved between now and the end of December. This can hardly fail to have its effect in increased railroad earnings, and, hence, the railroad earnings for the first half of the present year afford no safe gauge of what they will be for the completed year.

Should these crops realize present expectations, there is every reason to believe that they will give a sharp fillip, not only to the transportation business, but to industry and trade in general, and advices from all parts of the country indicate that business men are making preparations on the basis of this promising outlook.

### EFFICIENCY OF THE SUBMARINE.

As a factor to be regarded seriously in modern naval warfare the steel submarine boat of today, with its many improvements, is little more efficient than its hand-manipulated wooden prototype of years ago. The recent predicament of the Porpoise off Newport, and resultant investigation by the navy department, should throw some light upon the volume of the so-called "little sea terrors." Unless radical improvements are made in their general construction, repetitions of similar or worse accidents may be looked for in the future among boats of this type.

Of the many explanations made in regard to the failure of the Porpoise to submerge to the predetermined and required depth, instead of pitching bodily to the bottom, the most reasonable was the difficulty in closing the sea-cocks against a tremendous water pressure after the requisite amount of water for ballasting had been admitted. The pressure upon the valve-face would be one pound in addition to the atmospheric pressure of 14.7 pounds for every 2.31 feet of water. The sea-cocks are in the bottom of the boat, and are operated by levers inside.

In 60 feet of water, where the pressure against the closing of the valve would be 41 pounds, one man would have to exert considerable force, and at a depth of 120 feet the strength of two men would be required. If the boat were to descend into greater depths, it would be almost impossible to close these valves, and the force required to operate the inadequate mechanical contrivance used for that purpose would be more than likely to break the valve stem or rod.

However, at a depth exceeding 200 feet the boat, subjected to a collapsing pressure of over 100 pounds to the square inch, would either burst in a plate or plates and take in enough water to drown the crew.

Therefore, it may be understood that 60 to 80 feet of water is the safe limit for submarine boat navigation. At 80 feet water works in through the ground joints of torpedo tubes, streams through

rivet holes past heads of rivets, through propeller shaft stuffing boxes, and floods the cylinders of gasoline engines by forcing past exhaust valves. This renders the boat unfit for service upon rising to the surface.

If the only trouble lay in the sea-cocks and inability of boats to withstand pressure, the remedies in the present advanced stage of mechanical knowledge and construction easily could be found and applied. There is, however, an even more serious defect. Submarine boats always are operated in actual service, at predetermined depths of from five to 20 feet, depending upon the proximity of the enemy and size of vessel attacked. The larger the vessel the lower the attack.

Proceeding under oil or steam power to within a few miles of the radius of espionage of the enemy, the submarine stops, banks fires or shuts off oil supply, and submerges until "awash," in which position but a few inches of conning tower are visible above the surface.

The regulator has been set for 15 feet. This is what happens seven cases out of 10:

The boat reaches 15 feet, the regulator fails to operate, and the tendency of the boat is to keep on until the bottom has been reached. The air is shut off, and the head lever is brought into requisition. It is stiff and unmechanical without purchase, and by the time the rudders are brought to a proper position, the boat has gone much deeper than was intended. In many cases, in any depth of water, it would be almost impossible to check the boat before reaching the bottom. The result in deep water can be imagined.

It is decidedly unsafe to operate submarine boats outside of harbors. The ocean varies in depth from 100 feet to 1000 fathoms. As blockading squadrons choose their own positions, outside the range of coast artillery, the submarine has no choice. Under the water, against a stationary enemy, the existence of the submarine depends upon the highest qualities of precision and coolness in the commander and skill and efficiency of the crew. He must be a lightning calculator, and they must be under perfect discipline.

If the independent voter has no moral or legal right to vote at a republican or democratic primary, as the Oregonian avers, then he has no moral or legal right to vote for republican or democratic candidates after they are nominated. If neither the Almighty nor the law delegated to the independent voter the right to participate in the selection of party candidates, then neither the Almighty nor the law give him the right to participate in the election which follows their nomination. Either an American citizen has or has not the right to vote. We are instructed that "party organization" demands that the status of the voter be altered, but the American people will rise against any such scheme. The Oregon direct primary law was framed up by "reformers" who proceeded upon the hypothesis that all voters are crooks—that every man who goes to the polls on primary day does so for the purpose of "trickery." If all men are dishonest, we do not need the direct primary law, or any other law. The decree that a republican shall not vote for democratic candidates for nomination, or that democrats shall not vote for republican aspirants for place on the ticket, or that the independent voter, or the prohibitionist, or the socialist, or the populist shall not vote at all, is monstrous.

One dose of the direct primary law will show up the utter fallacy of the un-American measure, and incidentally point out to the people of Oregon how sadly they have erred in placing their confidence in the men who fathered the bill. If every voter in the state should take an entire day to comply with the terms of the measure, it would still be impracticable, to say nothing of its unconstitutionality.

The anti-Mormon party will prove decidedly beneficial, and it is sincerely to be hoped that the new organization will meet with the success it deserves. Mormon influence in politics must be curbed.

"Can strikes be conducted without violence?" asks John Mitchell, in a magazine article. The votes of Chicago and Colorado will be recorded in the negative.

Senator Bailey has confirmed a suspicion that has been rife for some time that President Roosevelt is not very popular with Texas democrats.

Tom Lawson declares his intention to vote for President Roosevelt. Perfectly beautiful to note how these authors stand by each other.

Japan has asked the Korean emperor to disband his army, and the emperor has retorted that he did not know that he had one.

Satan in a pulpit could not possibly be more out of place than the Oregonian as the exponent of the rights of American citizens.

Bryan stop supporting him and the executive committee begin.

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### OUTLOOK FOR HOP CROP.

Yield May Not Come Up to Expectations in Oregon.

Salem, Sept. 8.—Some growers have concluded hops are too green to pick at present, and have suspended work for a few days. Many growers have not begun picking at all, but it is expected the harvest will be in full blast next week. So far, according to the report of the growers, the hops in many instances weigh much lighter than last year, while in others, where the boxes measure fully up to the weight of last year, the yield of boxes per acre is smaller. It is thus estimated by some that the total yield for this district will fall from 25 to 40 per cent short of last year.

Some dealers, as a result of the first few days of picking, have reduced their early estimate of the state yield from 5000 to 10,000 bales, bringing it down to from 90,000 to 85,000 bales, while others refuse to place any credence in the reports of a light yield, and adhere to their former predictions of from 90,000 to 100,000 bales. These latter contend that the conditions this year are identical to those of other years when the first picking is always light, and that the hops will increase in weight considerably before the season is over.

Growers are becoming decidedly optimistic as to the condition of the market and refuse to negotiate a sale or contract at any price at this time. Lice have appeared in the majority of the yards of this part of the valley in great numbers, but little harm is expected from them unless rain should fall in quantities sufficient to drive them into the burrs.

### Earl Will Officiate.

New York, Sept. 8.—Plans have been made by the alumni of Dartmouth college for the entertainment of the earl of Dartmouth. The earl is expected to call for America in a few days on his way to the college where he will lay the cornerstone of the new Dartmouth hall. One of the earl's ancestors was the active patron of the college in 1755 and it was named in his honor.



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